

**NOTICE**

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

**NOTICE  
JO  
N7210.631**

Cancellation  
Date: 06/16/07

**SUBJ: FLOW EVALUATION AREA (FEA) AND FLOW CONSTRAINED AREA (FCA)**

1. **PURPOSE.** This notice clarifies FEA and FCA procedures coordinated through the David J. Hurley Air Traffic Control System Command Center (ATCSCC), replaces Notice 7210.598, Flow Evaluation Area and Flow Constrained Area Procedures, and specifies Federal Aviation Administration field facility and ATCSCC responsibilities.
2. **DISTRIBUTION.** This notice is distributed to select offices in Washington headquarters and area offices; to all Directors of Tactical Operations and traffic management officers; to the Mike Monroney Aeronautical Center; to select air traffic facilities; and to international aviation field offices.
3. **EFFECTIVE DATE.** This notice is effective June 17, 2006.
4. **CANCELLATION.** FAA Notice 7210.598, dated June 1, 2005, is canceled.
5. **BACKGROUND.** Procedures for FEA and FCA use continue to develop through the collaborative decisionmaking process. FEAs and FCAs support common situational awareness and provide customers increased flexibility in responding to conditions in the National Airspace System.
6. **EXPLANATION OF TERMS.**
  - a. Default Route: A route published by the ATCSCC in conjunction with User Preferred Trajectory (UPT) for facilities to assign aircraft that remain on the dynamic list.
  - b. FEA: The defined region of airspace, flight filters, and time interval used to identify flights. An FEA should be used by system stakeholders to evaluate and/or mitigate potential or existing constraints.
  - c. FCA: The defined region of airspace, flight filters, and time interval used to identify flights subject to a constraint. System stakeholders may be required to take action to mitigate the constraint identified by the FCA.
  - d. FEA/FCA flight: Aircraft that penetrate the FEA/FCA during the specified valid time.

## 7. **RESPONSIBILITIES.**

### a. FAA field facilities must:

- (1) Remain aware of operational areas of interest and use FEAs to evaluate situations.
- (2) Be aware of background colors when selecting the color for a shared FEA. Background colors should not mask displayed FEAs, FCAs, or routes.
- (3) Provide a name descriptive of the event to shared FEAs. Ensure FEAs do not contain “FCA” in the name and do not begin with a number.
- (4) Share FEAs that may require implementation of traffic management initiatives. If requesting a reroute in conjunction with a shared FEA, notify the ATCSCC by the National Traffic Management Log (NTML) of the FEA and the proposed reroute.
- (5) Contact the ATCSCC to coordinate a public FEA or an FCA.
- (6) Coordinate public FEAs and FCAs with facilities within their area of jurisdiction.
- (7) Monitor the FCA dynamic list. Based on information provided in the FCA advisory, take appropriate action regarding flights that remain on the list.

***NOTE:*** *With the advent of Airspace Flow Programs (AFP), not all flights will be routed out of the FCA that is used as the basis for the AFP. Some customers may elect to file through the FCA.*

### b. Customers must enter the FCA name in the remarks section when filing the flight plan.

### c. The ATCSCC must:

- (1) Issue public FEAs and an advisory, as necessary. Public FEAs must have a descriptive name that is pertinent to the event.
- (2) Issue FCAs and an advisory, as necessary. Include in the advisory any actions required by customers and field facilities.
- (3) Monitor NTML and respond to field facility requests for reroutes associated with shared FEAs. Evaluate reroute requests and, if applicable, conference the appropriate facilities to coordinate the reroute.

## 8. **PROCEDURES.**

### a. System stakeholders may use private FEAs to monitor a situation and evaluate an area of concern.

b. If traffic management initiatives that impact other stakeholders will be required to resolve a situation, FAA field facilities must:

(1) Name and share the FEA.

(2) Coordinate with the ATCSCC if it is necessary to issue a public FEA. This provides customers the opportunity to take action and mitigate the constraint. The ATCSCC will issue the public FEA.

(3) Coordinate with the ATCSCC if it becomes necessary to issue an FCA. The ATCSCC will issue the FCA.

(4) Monitor the public FEA or FCA and, as required, coordinate modifications to the initiatives with the ATCSCC.

c. When an FCA is used to manage a constraint, FAA field facilities must review the associated advisory issued by the ATCSCC and comply with the provisions of the advisory.

d. The FCA or public FEA expires at the end of the published valid time unless coordination is accomplished and an advisory issued that cancels the initiative.

A handwritten signature in black ink, appearing to read "M. Cirillo", with a stylized flourish at the end.

Michael A. Cirillo  
Vice President, System Operations Services  
Air Traffic Organization